

7 Electric Scooter Maintenance Checks Every Sokudo Owner Should Know (2026)

Meta Description: Protect your range, safety, and resale value with 7 practical maintenance checks covering tyres, brakes, battery, charging port, lights, bolts, and bearings. Includes a seasonal guide for Indian roads and Sokudo service booking links.

Slug: /blog/electric-scooter-maintenance-checklist

7 Electric Scooter Maintenance Checks Every Owner Should Know

Electric scooter maintenance is how you protect your range, your safety, and the long-term value of what you have bought.

Small issues, a slow tyre, a loose bolt, a dusty charging port, often start quietly and grow slowly into expensive repairs. This checklist draws on observations from Sokudo service centres across India, technician-tested inspection steps, and seasonal guidance built specifically for Indian roads and weather conditions.

Whether you are a daily commuter covering 30 km each way, a delivery rider putting 80 km on your scooter every day, or a first-time EV owner who has just taken delivery of your [Sokudo Plus](#) or [Sokudo Rapid 2.2](#), these seven checks will take you under fifteen minutes a week and save you significantly more in repair costs over time.

What this guide covers:

- Read time: approximately 8 minutes
 - Who this is for: New Sokudo owners, daily commuters, delivery riders, and fleet operators
 - What you get: 7 prioritised checks, a mileage-based schedule, seasonal guidance for India, a symptom-to-action table, and service booking information
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Why Regular Electric Scooter Maintenance Matters

Electric scooters have fewer moving parts than petrol vehicles. There is no engine oil to change, no spark plugs to replace, no fuel filters to service. But that does not mean they maintain themselves.

The battery, tyres, brakes, and electrical connections all degrade with use and exposure to India's varied climate, and the rate at which they degrade depends almost entirely on how attentive you are in the first few thousand kilometres.

Battery degradation is the single biggest ownership cost risk. A battery that loses 30 percent of its capacity before its expected end of life effectively reduces your scooter's range and resale value. Premature degradation is almost always preventable with correct charging habits and regular health checks.

Tyre and brake issues are the most common causes of on-road incidents. Both are easy to catch early and expensive to deal with after a fall.

Risk Area	What Happens if Ignored	Owner Impact
Tyres	Faster wear, reduced grip, blowouts	Unsafe rides, poor efficiency
Brakes	Longer stopping distance	Accident risk, pad replacement cost
Battery	Faster capacity loss	Shorter range, early replacement
Charging port	Heat, poor connection, corrosion	Charging failures, fire risk
Nuts and bolts	Wobble, instability	Handling issues, frame damage
Bearings	Noise, drag, misalignment	Higher rolling resistance, motor strain

For a broader understanding of lifetime of electric scooter check out our guide on [How Long Do Electric Scooters Last](#)

Check 1: Tyre Pressure, Tread Depth, and Sidewall Condition

Check frequency: Before every long ride, and at minimum twice a week for daily commuters.

Tyres are the most frequently overlooked maintenance item on electric scooters and the most impactful on both safety and range. Riding on under-inflated tyres increases rolling resistance, which directly reduces range per charge. It also accelerates uneven tyre wear, which shortens tyre life considerably.

How to check your tyres

Pressure: Use a tyre pressure gauge and compare the reading with the recommended PSI in your Sokudo owner manual. The correct pressure for your specific model and tyre size is printed on the tyre sidewall itself. Always use that figure as your reference, not general internet figures. Check pressure when the tyres are cold, either before riding or at least 30 minutes after you have stopped.

Tread depth: Look at the tread pattern across the full width of both tyres. If the tread wear indicators are flush with the surrounding rubber, or if the pattern looks worn flat in the centre, the tyre needs replacing. Most electric scooter commuter tyres should be replaced before they reach 1.6 mm of remaining tread depth.

Sidewall condition: Run your eye along the full circumference of both tyres and look for cuts, bulges, or cracking. A bulge means internal structural damage and the tyre must be replaced before the next ride. Sidewall cracks from UV exposure or dry storage are common in Indian summers. If cracking is deep enough to show the tyre cord beneath the rubber, replace immediately.

Uneven wear patterns: If the centre of your tyre is wearing faster than the edges, pressure has been running too high. If the edges wear faster, pressure is too low. Diagonal wear patterns often indicate wheel alignment or suspension issues that need a technician's attention.

When to visit a service centre for tyres

Book a tyre inspection if you notice a persistent slow puncture, any bulge or sidewall crack, rapid pressure loss between rides, or the scooter pulling to one side when riding straight on a level road.

Check 2: Brake Lever Feel, Pad Thickness, and Braking Response

Check frequency: Weekly, and immediately after any hard-braking event or close call.

Brakes on electric scooters wear differently from petrol vehicles. Regenerative braking handles a portion of the deceleration load in everyday riding, meaning your friction brakes are doing less work than they would on a petrol scooter under normal conditions. This is good news for pad longevity. The risk is that the reduced daily wear means many owners notice brake degradation later than they should.

How to check your brakes

Lever feel: Squeeze each brake lever fully. It should feel firm and stop well before the lever touches the handlebars. A spongy or mushy feel indicates air in a hydraulic system or a cable that needs tensioning. If either lever travels more than about two-thirds of its full range before braking engages, the brakes need adjustment.

Pad thickness: On Sokudo models with disc brakes, you can visually inspect pad thickness through the caliper. Most pads have a wear indicator groove. When that groove disappears, the pad is due for replacement. If you cannot clearly see the groove from the outside, ask your Sokudo technician to measure it at your next service visit.

Braking response test: Find a safe, empty stretch of road and ride at approximately 25 to 30 km/h. Apply the brakes normally and note the stopping distance. If you repeat this test monthly, a gradual increase in stopping distance is an early warning that brake performance is reducing.

Noise: Grinding, squealing, or scraping sounds from brakes almost always indicate pad wear, contamination from oil or water on the pads, or a misaligned caliper. Do not ignore brake noise.

Symptom	Likely Cause	Recommended Action
Spongy lever	Air in line or cable slack	Service centre adjustment or bleed
Rapid pad wear	Frequent hard braking	Pad replacement plus riding review
Grinding noise	Worn pads reaching metal	Immediate service, do not ride
Pulling to one side	Caliper misalignment	Technician alignment check
Long stopping distance	Worn pads or dirty rotor	Service inspection

Check 3: Battery Health, Charging Habits, and Stored Charge Level

Check frequency: Charging habits daily, battery health check every 6 months or at any sign of range drop.

The battery is the most expensive component in your electric scooter and the component whose long-term condition is most directly within your control. Sokudo's LFP (Lithium Iron Phosphate) batteries are rated for 2,500 or more charge cycles with up to 80 percent capacity retained at end of life. That is significantly better than the NMC chemistry used in many competing scooters. But even an LFP battery will degrade faster than it should if charged and stored incorrectly.

The chemistry difference between LFP and NMC matters more in India than almost anywhere else. According to [independent battery analysis for Indian electric scooter conditions](#), LFP batteries have a thermal runaway threshold of approximately 270 degrees Celsius compared to roughly 210 degrees Celsius for NMC, a 60-degree safety margin that means LFP cells remain chemically stable in conditions where NMC cells are already under significant stress. For riders in Delhi NCR, Rajasthan, Gujarat, and Telangana where summer ambient temperatures regularly exceed 42 degrees Celsius and a scooter parked outdoors can reach considerably higher surface temperatures, that margin is felt in daily ownership rather than just on a spec sheet.

Daily charging habits that protect battery life

Avoid regular 100 percent charges for daily use. Charging to 80 to 90 percent is sufficient for most daily commutes and places less stress on the cells than always charging to full. Use the 100 percent setting only when you genuinely need maximum range for a longer trip.

Never store at 0 percent. If you are not riding your Sokudo for more than a week, ensure the battery is at 40 to 60 percent before leaving it. Storing an LFP battery at near-zero charge for extended periods causes irreversible capacity loss over time.

Charge in the shade. In Indian summers, charging a battery that is already hot from a ride, particularly after the scooter has been parked under direct sunlight, accelerates cell degradation. Rest the scooter in a shaded spot for 15 to 20 minutes before connecting the charger.

Prefer home AC charging over fast charging for daily use. DC fast charging is convenient but creates more heat stress inside the cells. Standard home AC charging overnight is always better for long-term battery health.

How to monitor your battery health at home

The most reliable indicator of battery health is real-world range. Once a month, start with a full charge, ride your usual route, and record the

remaining range indicator when you get home. If that number drops more than 15 to 20 percent compared to when the scooter was new under the same conditions, book a battery health check.

Sokudo showrooms offer free battery health checks that measure actual cell capacity, voltage balance across the pack, and BMS (Battery Management System) log data. This typically takes around 20 minutes and is the most accurate way to know whether your battery is performing as it should.

Battery Symptom	What It Likely Means	Action
Range drop of 10 to 15%	Normal early degradation	Monitor, check at next service
Range drop above 20%	Accelerated cell loss	Book free battery health check
Slower charging than before	Charger, cable, or cell issue	Service centre check
Battery gets very hot during charging	BMS issue or cell damage	Stop charging, contact Sokudo service
Scooter shuts off unexpectedly	BMS protection triggered	Service centre, do not delay

To understand how LFP battery chemistry specifically extends useful battery life compared to lithium-ion alternatives in Indian conditions, see our guide on [how to extend the battery life of your electric scooter](#).

Check 4: Charging Port, Cable, and Connector Safety

Check frequency: Weekly visual inspection, and after every monsoon ride.

The charging port is a small component with significant consequences when it fails. A dirty, corroded, or damaged port can cause incomplete charging, heat buildup during charging, or in severe cases a short circuit. This check takes thirty seconds and is especially important during the monsoon and in dusty riding conditions.

How to inspect the charging port and cable

Port inspection: With the scooter powered off and the port cover open, use a torch and look into the charging port for dust or grit buildup, visible corrosion (a green or white powdery residue on the pins), bent or

damaged pins, and any heat discolouration such as brown or black marks around the port mouth.

Cable inspection: Run your hand along the full length of the charging cable and feel for kinks, cuts, or areas where the outer insulation has worn through. Pay particular attention to both ends where the cable meets the plug and where it meets the charging brick. These are the areas most likely to develop internal wire breaks.

Connector fit: The charger plug should seat firmly into the port with a positive click or snug engagement and should not wobble when fully inserted. A loose connector creates arcing risk and will cause intermittent charging failures.

Cleaning: If you find dust in the port, use a dry soft brush or a short puff of compressed air to clear it. Never use metal objects to clean charging ports. Never charge immediately after a rain ride. Dry the port with a cloth and leave the port cover open for five minutes before connecting the charger.

Issue	Risk	Action
Dusty or gritty port	Poor contact, heat buildup	Clean with dry brush before charging
Corroded pins	Intermittent charging, heat	Service centre, do not self-repair
Loose connector fit	Arcing, charging failures	Service centre port inspection
Damaged cable insulation	Short circuit risk	Stop using charger, replace cable
Heat marks around port	Past overheating event	Immediate service centre visit

Check 5: Lights, Indicators, Horn, and Dashboard Alerts

Check frequency: Weekly, and immediately on any new dashboard warning.

Electrical checks are the quickest on this list and the most commonly skipped. A non-functioning brake light is both a legal issue and a safety issue on Indian roads where rear-end incidents are common. A dashboard warning light that gets ignored typically costs significantly more to resolve after it progresses into a larger fault.

How to run a lights and electrical check

Park your Sokudo near a wall and run through the following checks in order. The whole process takes under three minutes.

Headlight: Switch on and verify both low and high beam function. Check that the beam illuminates the road ahead clearly and is not pointing too high or too low, which would suggest a bent bracket or loose mounting.

Indicators: Activate left and right indicators and visually verify that both front and rear units are flashing at a normal rate. A very fast flash rate on one side usually means one bulb on that side has failed.

Brake light: With a wall in front of you or a helper standing behind the scooter, apply each brake lever separately and verify the brake light activates with both.

Horn: Test the horn. It should be loud enough to be clearly heard over typical traffic.

Dashboard alerts: Note any icons or messages on the instrument cluster that were not there before. Common alerts and what they typically mean:

Dashboard Warning	What It Typically Indicates
Low battery icon	Charge below approximately 15 to 20%
BMS alert	Battery management system has detected a cell issue
Temperature warning	Battery or motor operating above safe range
Error code (E + number)	Specific fault code, note the number and contact Sokudo service

If you see any persistent warning that is not the standard low-battery icon, do not reset and ignore it. Note the exact message or code, photograph the dashboard, and contact your nearest Sokudo showroom or call **+91-8920649555**.

Check 6: Nuts, Bolts, Stem, and Suspension Stability

Check frequency: Monthly, and after riding on badly potholed roads.

Indian roads are among the most demanding for vehicle fasteners anywhere in the world. Speed bumps, potholes, construction debris, and uneven surfaces create constant vibration loads that gradually work bolts loose. This process accelerates significantly on higher-mileage scooters.

A loose handlebar stem or front axle bolt is not a nuisance; it is a serious safety issue that needs immediate attention.

What to check and how

Handlebar wiggle test: Grip both handlebars firmly and try to move them independently of the stem. Any rotational play indicates the handlebar clamp bolts need tightening. Then grip the stem and try to move it independently of the fork. Any play indicates the headset needs professional attention.

Frame visual check: Once a month, give the frame a close visual scan, particularly around the stem junction, the footboard mounting points, and any areas where the frame has visible seams or joints. Look for cracking paint, rust bubbling, or any visible cracks in the metal itself.

Suspension check: Stand beside the scooter and press down firmly on the front end, then release. The fork should compress smoothly and return without any knocking sound. Repeat at the rear. Any harsh clanking, grinding, or excessive softness indicates a suspension component that needs inspection.

Critical bolt check: The bolts most likely to work loose are the front axle nut, rear axle nut, handlebar stem clamp bolts, brake caliper bolts, and footboard mounting bolts. If you are comfortable doing so, use the correct spanner to verify snugness on each of these once a month. If any bolt is noticeably loose again at the next monthly check, the thread may be damaged and needs professional attention.

Component	Symptom of Issue	Risk Level
Handlebar stem	Rotational play	High, service immediately
Front axle	Wobble at speed	High, service immediately
Brake caliper bolts	Brake judder or pull	High, service immediately
Footboard mounts	Flex or creak underfoot	Medium, check at next service
Rear axle	Wobble or uneven power delivery	High, service immediately

Check 7: Wheels, Bearings, and Unusual Noise or Vibration

Check frequency: Monthly, and immediately on any new vibration or grinding sound.

Wheel bearings sit inside the wheel hub and allow the wheel to spin with minimal friction. When they wear, typically from high mileage, water ingress, or sustained riding under load on rough terrain, they introduce drag (which reduces range), noise, and eventually steering instability.

How to check for bearing wear

Spin test: If your Sokudo can be supported safely on a centre stand or by someone holding the rear, lift the front wheel off the ground and spin it by hand. A healthy bearing allows the wheel to spin freely and smoothly with a gentle, gradual deceleration. Any roughness, grinding sensation, or rhythmic resistance in the spin indicates bearing wear.

Listening while riding: At low speeds under 20 km/h, in a quiet area with no wind noise, listen for any persistent grinding, humming, or scraping. Bearing noise often increases with speed and is frequently more noticeable when turning in a specific direction.

Vibration through handlebars: A new vibration felt through the handlebars, particularly one that increases with speed, can indicate bearing wear, a bent wheel rim, or a tyre that has developed flat spots from extended storage. All three require service centre attention.

Wheel alignment: Stand directly behind your Sokudo and sight down the centreline of the scooter. Both wheels should track in a straight line with no visible offset. Misaligned rear wheels cause uneven tyre wear, poor handling, and premature bearing failure.

Symptom	Likely Cause	Action
Rough feel when spinning wheel by hand	Bearing wear	Service centre, bearing replacement
Humming that increases with speed	Bearing wear	Book service inspection
Vibration through handlebars	Bearing, bent rim, or tyre flat spot	Service centre check
Wheels visibly offset from rear	Wheel misalignment	Service centre alignment
Clunking from wheel area	Loose axle nut or bearing play	Immediate service

Monthly Maintenance Schedule for Sokudo Owners

This schedule is built for typical urban use in India. Delivery riders or fleet operators covering significantly above-average mileage should reduce the interval between dealer checks proportionally.

Frequency	What to Check
Before every ride	Dashboard alerts, tyre condition visual
Twice weekly	Tyre pressure, brake lever feel
Weekly	Lights, indicators, brake light, horn, charging port visual
Monthly	Suspension, bolts and fasteners, wheel spin and noise, battery range comparison
Every 6 months or 1,500 to 3,000 km	Sokudo dealer inspection: battery health check, brake pad measurement, bearing assessment, BMS log review
Every 12 months or 5,000 km	Full service including motor inspection, drive system check, electrical systems audit

Seasonal Maintenance Guide for Indian Conditions

India's climate varies dramatically by season and region. The maintenance priorities during a Delhi summer are completely different from those during a Mumbai monsoon, and different again from a winter commute in Lucknow or a dusty daily ride in Rajasthan.

Season or Condition	Primary Risk	What to Watch	Specific Action
Summer (March to June)	Heat stress on battery	Battery temperature, charging safety	Charge in shade, let scooter cool before charging, watch for BMS temperature warnings
Monsoon (June to September)	Water ingress, corrosion	Charging port, connectors, brakes	Dry port before charging, inspect port weekly, check brake response after wet rides
Post-monsoon (October to November)	Corrosion onset	Fasteners, connector pins, brake rotors	Inspect all metal connectors and bolts, clean and dry port area
Winter (November to February)	Reduced battery efficiency	Charging speed, indicated range	Expect 5 to 15% range reduction in cold, charge at room temperature if possible
Dusty roads (year-round in many regions)	Abrasive wear	Bearings, tyre tread, brake pads	More frequent bearing spin tests, check brake pads monthly

Monsoon tip: In heavy rain, never charge your scooter with the port exposed to moisture. Dry the port thoroughly with a cloth, leave the port cover open for five to ten minutes, and then connect the charger. If water

has visibly entered the port or connector area, do not attempt to charge. Contact Sokudo service.

Summer tip: In temperatures above 40 degrees Celsius, avoid charging a scooter that has been parked in direct sunlight. The battery will already be at elevated temperature, and adding charge heat on top increases cell stress. Park in shade, wait fifteen to twenty minutes, then charge.

Common Symptoms and What They Mean

Symptom	Most Likely Cause	Priority	What to Do
Wobble or instability while riding	Loose stem, axle, or bearing	Critical	Stop riding, contact Sokudo service
Sudden range drop above 20%	Battery degradation or BMS issue	High	Book free battery health check
Slow or incomplete charging	Port issue, cable damage, or cell problem	High	Inspect port and cable, book service if unclear
Spongy brake lever	Air in system or worn cable	High	Book brake inspection
Dashboard error code	System fault detected	High	Note code, contact Sokudo service
Grinding or humming from wheels	Bearing wear	Medium	Book bearing inspection
Creak or clicking from suspension	Loose or worn component	Medium	Book suspension check
Indicators flashing faster than normal	Indicator bulb failure	Low	Replace bulb or book service
Occasional range variation of 5 to 10%	Temperature, load, or riding style	Normal	Monitor, no action needed unless consistent

What You Can Handle Yourself vs When to Call Sokudo Service

You can handle yourself:

- Tyre pressure check and inflation
- Visual inspection of all the items in this guide
- Cleaning dust from the charging port with a dry soft brush

- Checking obviously loose non-critical bolts
- Replacing a blown indicator bulb if you are comfortable doing so

Always go to a Sokudo service centre for:

- Any battery issue including capacity drop, excessive heat, or unexpected shutdown
- Brake adjustment, pad replacement, or hydraulic bleed
- Bearing replacement
- Any dashboard error code that is not the standard low-battery icon
- Suspension repairs
- Frame or weld concerns
- Charging port corrosion or damage
- Any stability or handling issue

The free battery health check available at all Sokudo showrooms is something every owner should take advantage of every six months, regardless of how the scooter feels day-to-day. Problems identified in the BMS logs often precede noticeable range loss by several months, which means catching them early saves both range and money.

Tools Every EV Owner Should Keep at Home

- Tyre pressure gauge (digital is more accurate than dial-type)
 - Small portable pump or compressor, or know your nearest petrol station with a working pump
 - Basic spanner set covering 10mm, 12mm, and 14mm, which cover most EV scooter fasteners
 - Microfibre cloth for cleaning the port area and instrument cluster
 - Soft dry brush for clearing dust from port and vents
 - Torch or phone torch for tyre sidewall and brake inspection
 - Your EV owner manual, which contains model-specific torque values and PSI figures
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Model-Specific Notes for Sokudo Owners

Sokudo Acute (3.1 kWh LFP, 150 km range): Higher battery capacity means longer full-cycle charging time. Pay particular attention to temperature management in summer months. The Acute's 150 km claimed range makes it more sensitive to perceived range drop because a 10 percent real reduction of 15 km can feel significant, even though it falls within normal operating parameters.

[Sokudo Acute 2.2](#) and [Sokudo Select 2.2](#) (2.2 kWh LFP, 100 km range): Similar maintenance profile to the Acute. Brake checks are particularly important given the 70 km/h top speed. Stopping distance from speed is significant and pad condition should be checked every 1,500 km.

[Sokudo Rapid 2.2](#) (2.2 kWh LFP, 100 km range): Designed for office commuters on arterial roads. Most wear will manifest earliest in tyres and brakes given typical urban stop-start use. Check brake pads every 1,500 km and tyre pressure twice weekly.

[Sokudo Pace](#) (LFP, 125 km range, 55 km/h): 55 km/h top speed places this in a lower braking stress category than the Rapid and Select models. Range monitoring is particularly useful given the Pace's 125 km claim. A 20 percent drop brings you to 100 km, which is still comfortable for most commutes, but worth tracking month by month.

[Sokudo Plus](#) (LFP, 100 km range, 25 km/h, non-RTO): Low speed means lower brake wear and lower bearing stress overall. Battery care is the most important maintenance focus for Plus owners. Because the Plus is often purchased for students and senior citizens, establishing correct charging habits early pays the most long-term dividends on this model.

For the full range including all six models with current pricing and specifications, visit the [complete Sokudo electric scooter lineup](#).

Frequently Asked Questions

How often should I service my Sokudo electric scooter?

For typical daily urban use, visit a Sokudo service centre every six months or every 1,500 to 3,000 km, whichever comes first. Between dealer visits, follow the weekly and monthly checks in this guide. Delivery riders and fleet operators should shorten the interval to every 1,000 km given higher daily mileage.

Can I wash my Sokudo scooter with water?

Yes, but avoid direct high-pressure washing aimed at the charging port, instrument cluster, motor hub, and connector areas. Use a damp cloth for body panels and a dry cloth for electrical areas. Always ensure the charging port is completely dry before connecting the charger after cleaning or a rain ride.

How do I know if my battery is failing?

The clearest early indicator is a measurable range drop when conditions are constant. Same route, same load, same temperature. A drop of more than 20 percent from your original range warrants a free battery health check at a Sokudo showroom. Sudden shutdowns, excessive heat during charging, and charging that stops before 100 percent are also signals that need professional assessment.

Does cold weather reduce my Sokudo's range?

Yes. LFP batteries perform slightly less efficiently below 10 degrees Celsius. Expect a range reduction of roughly 5 to 15 percent in cold conditions. This is entirely normal and not indicative of battery damage. Range returns to normal once temperatures rise. To minimise the effect, store your scooter indoors overnight when possible and charge at room temperature.

Is it safe to charge my Sokudo scooter overnight?

Yes, with standard precautions. Charge in a dry, ventilated area. Do not charge on carpets, in enclosed spaces without airflow, or immediately adjacent to flammable materials. Do not leave a visibly damaged charging cable running overnight. Sokudo's BMS automatically stops charging at 100 percent, so overnight charging will not overcharge the battery.

What does an error code on my Sokudo dashboard mean?

Sokudo models display alphanumeric error codes for specific system faults. The code varies by fault type and model. Photograph the display, note the exact code, and contact your nearest Sokudo showroom or call **+91-8920649555**. Do not reset and ignore persistent error codes. They often indicate conditions that will worsen if left unaddressed.

How long do Sokudo batteries last?

Sokudo's LFP batteries carry a 3-year battery and motor warranty and are rated for 2,500 or more charge cycles with 80 percent capacity retained at end of life. At one full charge cycle per day, which most commuters do not reach since daily top-up charging is typically partial, this equates to approximately 6 to 8 years of useful battery life. Proper charging habits, avoiding regular 100 percent charges, never storing at 0 percent, and charging in shade during summer, will keep your battery at or above this performance level throughout.

Can I do my own brake service?

Basic brake checks such as lever feel and visual pad inspection are safe to do yourself. Brake adjustment, pad replacement, and hydraulic bleeding require specific tools and knowledge and should be done by a

Sokudo-trained technician. Incorrectly adjusted brakes are more dangerous than brakes that have not been touched.

Need a Service Appointment?

All Sokudo showrooms offer free battery health checks. Paid service appointments cover brake inspection, tyre assessment, bearing checks, and a full electrical audit.

- **Call:** +91-8920649555
- **Email:** support@sokudoindia.com

Service is available across Delhi NCR, Uttar Pradesh, Bihar, Haryana, Uttarakhand, Rajasthan, Assam, and Madhya Pradesh, with new locations being added regularly.